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 Eastern Germany

COUNTRY Eastern Germany REPORT NO. 00300008-0

TOPIC Finsterwalde Airfield 25X1

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EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 13 August to 14 September 1952

DATE OBTAINED 20 October 1952

REFERENCES 25X1

PAGES 4 ENCLOSURES (NO. & TYPE) 25X1

REMARKS DO NOT CIRCULATE

25X1

25X1

1. Between 18 August and 5 September 1952, the following supply shipments were observed arriving at Finsterwalde airfield:

Date	Number of Cars and Cargo	From	To	25X1
18 August	1 tank car with 180 hectoliters	Velten		
22 "	4 tank cars with 300, 300, 300 and 296 hectoliters	Riesa		
24 "	1 tank car with 220 hectoliters	Velten		
	4 cars with coal	Senftenberg	Unit Breilowski	
26 "	14 cars with logs	Netzebrand	Soviet Army	
	1 car with furniture	Dallgow	Unit Skripnick	
27 "	2 cars with military equipment	Strausberg	Soviet Army	
	1 tank car with 192 hectoliters of oil			
29 "	4 cars with coal	Senftenberg	Unit Breilowski	
	1 tank car with 300 hectoliters of oil	Velten		25X1
30 "	4 tank cars with 130, 200, 220 and 265 hectoliters	Riesa	Soviet Army	
31 "	1 car with furniture	Falkensee	Unit Skripnick	
2 September	9 cars with ammunition	Buckau, Burg district	Soviet Army	

CLASSIFICATION SECRET

25X1

1 flatcar with 1 caterpillar tractor Klotzsche

The following cars left Finsterwalde:

3 September 2 flatcars with 2 caterpillar tractors Red Army

5 " 22 flatcars with 2 x 76-mm AA guns and 11 two-axle and three-axle trucks, [redacted]
[redacted] 5 converted boxcars with about 120 men wearing red-bordered black epaulets with artillery insignia, and 2 boxcars

Along with a two-axle truck, a one-axle, canvas-covered trailer, 1 to 1.2 meters long, 1 meter wide and 1 meter high was being loaded. A Soviet major who belonged to the escort personnel of the AA gun shipment ordered that the two boxcars be coupled at the rear of the train, because they allegedly contained ammunition.

2. In July, the following railroad tank cars arrived for Finsterwalde airfield:

Number of Cars and Content	From	To
32 tank cars with 7,729 hectoliters	Riesa	[redacted]
3 " " " 358 "	Velten	
8 " " " 1,061 "	Riesa	
2 " " " 385 "	Velten	
9 " " " 1,715 "	Cottbus	
16 " " " 3,305 "	Riesa	
1 " " " 180 "	Velten	
15 " " " 3,941 "	Riesa	
1 " " " 220 "	Velten	
2 " " " 570 "	undetermined	

25X1

In addition, four railroad tank cars with 815 hectoliters arrived for the Soviet Army at the field in August 1952. (1)

3. Between 7 and 8:30 a.m. on 24 August, individual flights were made by jet bombers of both types with retracted landing gear. The take-off and landings were made on the grass north of the runway where a strip parallel to the runway was marked by white cones. The strip was as wide as the runway. To the south, the grass strip bordered on the runway. At 11:40 a.m.

SECRET

SECRET

3

25X1

on 4 September, air activity was observed at the field. A plane approached from the east, touched the ground on the grass strip, lifted for about 5 meters, again touched ground and caught fire after another jump. After touching ground for the second time, a large darting flame was observed apparently emerging from an engine. The fire immediately spread over the entire plane. [redacted] the crew got out of the craft. A truck, apparently the fire truck, arrived and stopped 150 to 200 meters from the burning plane. About noon, several detonations were heard. Then, the fire fighters approached apparently with foam extinguishers. About 12:15 p.m., the fire was extinguished and the deformed remnants of the plane were observed on the field. No more take-offs or landings were made on this day. (2)

25X1

4. On 5 September and on several other days between 5:15 and 5:30 a.m. the noise of engines was heard approaching the field from the north. Between 5:45 and 5:50 a.m., [redacted] a plane, probably a DC-3 taking off from the field and heading north. On 30 August and 5 September, 15 Po-2s were observed at the field, and 12 jet bombers were counted south of the approach road to the runway. The hangars were closed. The car of the flight control station was parked south of the taxiway near the spur track. When railroad cars were being shunted to the spur track during air activity, red and green ground signals were fired from the car.

5. On 30 August, six 37-mm AA guns with gun shields and 4 weapons, apparently machine guns on tripod mount, were observed within the fence north of the eastern hangars. Eight 76-mm guns were observed just northeast outside of the wire fence next to the scrap yard. The occupation at the field was unchanged on 5 September.

6. On 24 August, a range-finder, 1.6 to 1.8 meters long and about 15 cm in diameter, was observed in the southeastern corner of the approach road to the runway. The upper edge of the tube was about in line with the waists of the operating personnel. A group of five soldiers and one officer stood around the range-finder. The soldiers were apparently being given instructions on the set. (3)

7. Between 7 and 7:30 a.m. on 3 September, three DC-3s individually approached from the north and landed at the field. Individual take-offs by jet bombers were made between 2 and 4 p.m. On 29 August, a radio truck with a tapering rod antenna, about 6 meters high, on the right front corner of its superstructure was observed near the radio installation with four masts. Five or six soldiers stood around the radio truck. At 3 p.m., the radio truck was no longer observed.

8. On 29 August and 1 September, six 37-mm AA guns which were not emplaced were observed west of the western hangar. About 10 trucks were parked on the edge of the woods south of the guns. (3)

9. [redacted] on 4 September, a jet bomber of the field was completely gutted by fire, and the crew was killed. Alert had sounded on the field and all the civilian workers had to leave the field. On 9 September, eight jet bombers of both types were parked in front of the hangars. Between 28 August and 9 September, a Po-2 and a Yak-11 made several flights over the field.

25X1

SECRET

SECRET/

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25X1

25X1

10. Several canvas-covered gun barrels were observed in the AA gun on-placements south of the ammunition dump. (3)

11. Between 9 a.m. and noon on 1 September, there was air activity by jet bombers and a twin-engine plane with double rudder assembly and nose wheel. During the morning, 11 aircraft were parked in front of the flight control building.

25X1

12. [redacted] a branch office of the border construction bureau is located at 83 Rosa Luxemburg Strasse in Finsterwalde.

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25X1

25X1

14. [redacted] 10 to 12 jet bombers and 2 B-25 planes were parked at the field. Training included local and cross-country flights. A jet bomber crashed at the field. (2) (4)

25X1

Comments.

- (1) The list of the fuel shipments in July and August 1952 agrees with available information. [redacted]

25X1

25X1

- (2) Take-offs and landings on a grass strip beside the runway were observed at Finsterwalde and Wernau airfields as early as August 1952.

- (3) Besides the AA guns which repeatedly had their positions changed in Finsterwalde as at other airfields, machine guns were also observed. The same observation was made in Wernau.

25X1

- It appears possible that AA defense at the field is continuously being intensified. The rangefinder observed possibly is the KR-44 type AA director although the sizes stated by [redacted]

25X1

- (4) Finsterwalde airfield is still occupied by two bomber regiments. Besides 12 to 14 IL-28s and 2 B-25 planes, 15 Pe-2s are again stationed at the field; previously, only 7 Pe-2s were observed there. This confirms the previous assumption that Pe-2s are parked in the hangars.

25X1

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